

Hongkong Daily Press.

ESTABLISHED 1847.

Registered as a Newspaper at the General Post Office in the United Kingdom.

ASK FOR
SWALLOW &
ARIEL'S
BISCUITS,
JAMS
AND
CAKES.
Made from the finest Australian
Flour and Fruit.
ALEX. ROSS & Co.

No. 18,091.

號一十九零千八萬一第

日八初月四年辰丙

HONGKONG, TUESDAY, MAY 9TH, 1916.

二拜禮

號九月五年五國民華中

Price, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE
May 8th.—Europe (via Siberia), per s.s. TAISHUN.
May 9th.—The English mail, per s.s. NOVARA.
TO DEPART
May 9th.—Europe (via Siberia), at 5 p.m., per s.s. NOVARA.
May 10th.—Formosa (via Keelung, Shanghai, North China, Japan) via Moji, Victoria, B.C., U.S.A., South America, via Seattle and United Kingdom via Canada, at 3 p.m., per s.s. KAMAKURA MARU.
May 17th.—Europe (via Siberia), at 10.30 a.m., per s.s. EMPRESS OF RUSSIA.
May 17th.—Shanghai, North China, Japan, via Nagasaki, Victoria, B.C. (Canada), United States, South America and United Kingdom via Vancouver, at 10.30 a.m., per s.s. EMPRESS OF RUSSIA.
May 19th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NANKIN.

W.B. For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 24th December, 1914. 119

FRENCH LESSONS

G. MOUSSON.

15, MOOREHEAD HILL ROAD.

FOR SALE

COLLECTIONS OF CHINA POSTAGE STAMPS, in packets, all different, no duplicate.
375 Stamps for \$1. 60 Stamps for \$4.50.
80 Stamps for \$11. 100 Stamps for \$20.00.

GRACA & CO.

No. 4, WYNDHAM STREET.

Hongkong, 7th April, 1915. 1501

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Machines in Various Shades.
Telephone 1219.
Hongkong, 4th February, 1915. 1502

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 15 " "
2.15 " " 2.45 " " 15 " "
2.45 " " 3.15 " " 10 " "
3.15 " " 3.45 " " 15 " "
3.45 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 9.30 p.m. Every Half-Hour.
9.30 p.m. to 10.00 p.m. Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 10 " "
NIGHT CARS—on Week Days
SUNDAYS.
Extra Car at 12 Midnight
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comprovised order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 12th June, 1915. 1503

MITSUBISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.O., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensers, Steam Manifold, Reciprocating Engines, Pumps, Steam Turbines and Turbo-Alternators, &c. &c.
NAGASAKI
TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Docks No. 1. Dock No. 2. Dock No. 3.
Length in Keel Blocks ... 510 feet ... 550 feet ... 550 feet
Width of Entrance on bottom ... 77 " ... 82 " ... 82 " " "
Water on Blocks at Spring Tide ... 25 " ... 25 " ... 25 " "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OUBA MARU," 716 tons and 18 knots.
Two Floating Cranes of 80 and 20 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK" KOBE.
FLOATING DOCKS.
Lifting power ... No. 1 7,000 tons. No. 2 14,000 tons.
Max. Length of Ship taken in ... 450 feet ... 550 feet
Max. Breadth of Ship taken in ... 55 " ... 65 " "
Max. Draft of Ship taken in ... 22 " ... 22 " "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK" SHIMODA.
GRAVING DOCK.
Length in Keel Blocks ... 383 feet 6 inch
Breadth at Entrance on bottom ... 66 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 0 "
Floating Crane capable of lifting 20 tons weight.
The NAGASAKI, KOBE and HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. 173

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL.

Now well-known throughout the East for STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE.

Complete with the best quality English Cokes for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST GRADE FIRECLAY.
STOCK ALWAYS ON HAND.
Overton, QUEEN'S BUILDINGS, HONGKONG. TEL. ADD., MAISHAN, HONGKONG.
TELEPHONE NO. 1030.

DODWELL & CO., LTD.

Hongkong, 1st October, 1914. AGENTS. 158

SOUTH

MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE-WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Saitan (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.										SOUTH BOUND.									
		Connecting at Fokien with the Yuen-Hsin-Hai Train										Connecting at Kowloon with the Yuen-Hsin-Hai Train (from Fokien)							
		Station		Time		Station		Time				Station		Time		Station			
1st Class	2nd Class	Shanghai	8.00	8.15	8.30	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50		
3rd Class	4th Class	Shanghai	8.15	8.30	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05		
1st Class	2nd Class	Shanghai	8.30	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20		
3rd Class	4th Class	Shanghai	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35		
1st Class	2nd Class	Shanghai	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50		
3rd Class	4th Class	Shanghai	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05		
1st Class	2nd Class	Shanghai	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20		
3rd Class	4th Class	Shanghai	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35		
1st Class	2nd Class	Shanghai	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50		
3rd Class	4th Class	Shanghai	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.00		
1st Class	2nd Class	Shanghai	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.00	1.15		
3rd Class	4th Class	Shanghai	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.00	1.15	1.30		
1st Class	2nd Class	Shanghai	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.00	1.15	1.30	1.45		
3rd Class	4th Class	Shanghai	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.00	1.15	1.30	1.45	1.00		
1st Class	2nd Class	Shanghai	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.00	1.15	1.30	1.45	1.00	1.15	1.30		
1st Class	2nd Class	Shanghai	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45		
3rd Class	4th Class	Shanghai	11.35	11.50	12.05	12.20	12.35	12.50	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00		
1st Class	2nd Class	Shanghai	11.50	12.05	12.20	12.35	12.50	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	12.05	12.20	12.35	12.50	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30		
1st Class	2nd Class	Shanghai	12.20	12.35	12.50	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45		
3rd Class	4th Class	Shanghai	12.35	12.50	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00		
1st Class	2nd Class	Shanghai	12.50	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30		
1st Class	2nd Class	Shanghai	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45		
3rd Class	4th Class	Shanghai	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00		
1st Class	2nd Class	Shanghai	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	1.60	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	1.75	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	1.90	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	2.05	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	2.20	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	2.35	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	2.50	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	2.65	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	2.80	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	2.95	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	3.10	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	3.25	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	3.40	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	3.55	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	4.10	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	4.25	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	4.40	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	4.55	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	5.10	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	5.25	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	5.40	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	5.55	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	6.10	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	6.25	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	6.40	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	6.55	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	7.10	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	7.25	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	7.40	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	7.55	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	8.10	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	8.25	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	8.40	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	8.55	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	9.10	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	9.25	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	9.40	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
1st Class	2nd Class	Shanghai	9.55	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15	1.30	1.45	1.00	1.15		
3rd Class	4th Class	Shanghai	10.10	1.00	1.15	1.30	1.45	1.00	1.15</										

INTIMATIONS

MOUTRIE PIANOS

HAVE ESTABLISHED
an unequalled reputation for tone, touch,
artistic construction and lasting qualities.

GUARANTEE

for

FIVE YEARS.

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MOUTRIE'S.

[29-2]

THEATRE ROYAL.
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THE HUMPHREY BISHOP
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Present a
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INCLUDING
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PRICES AS USUAL.

OPENING NIGHT:
TO-NIGHT, MAY 9TH.
Hongkong, 3rd May, 1916. [254]

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ICS

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and for

PRIVATE RESIDENCE AT THE OUTPOSTS,
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY
PRESS.

with which is incorporated
THE CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance,
\$12 per annum. Postage
\$3 to any part of
the World.

SHIPPING NOTES.

ANGLO-JAPANESE NEGOTIATIONS.

The *Asahi* understands that with regard to the *Anglo-Japanese* and other questions pending between Japan and Great Britain, Marquis Inouye, the Japanese Ambassador in London, is carrying on negotiations directly with Sir Edward Grey. As the British Government is well aware of the position of affairs, the policy of the Chinese in the future will be left to the Japanese Navy, and the examination of merchant ships by British warships will be discontinued.

A QUESTION OF TONNAGE.

Fairplay, the ship owners' organ, refers to the selfish folly of the Australian wheat farmer in insisting on his crop being carried at any cost, regardless of the claims of other members of his community, or the interests of the United Kingdom. It hopes that Mr. Hughes will realize that his Government cannot take up the position of Lord High Requisitioner without injurious results to the Empire. Tonnage is scarce for general cargo to Australia. Exorbitant rates are offered without attracting tonnage, because the owners know that the Australian Government is waiting to pounce on any British tonnage coming along and compel owners to take about half the freight to which they are entitled compared with other business offering. Thus the Australian farmer is depriving the entire community of a thousand and one articles required from Britain and America, or if it eventually gets them it pays through the nose for freight. Mr. Hughes is much too sensible not to see the disadvantages of the present policy, and granting that the wheat problem is serious, *Fairplay* is sure that Mr. Hughes will be the first to recognize that it must always be subservient to Imperial interests.

MATE SENT TO PRISON FOR STRIKING HIS CAPTAIN.

In the Marine Court, Singapore, last week, before Lt. Commander Cator, R.N., E. H. Gibbons, first officer of the steamer *Pol Ann*, pleaded guilty to assaulting Capt. F. J. Slack, the master of the vessel. Captain Slack said that he carried no other mate than the accused. On the 2nd inst., the accused was due to take his watch at twelve o'clock, but he did not put in an appearance until twenty minutes later. He was drunk and staggering about and witness told him to go and lie down as he would take the afternoon watch. A few minutes later the man came up again and pushed him away from the compass. At the same time making use of filthy and abusive language. This went on every few minutes until at last witness sent for the chief engineer who expected with the man. Witness then had occasion to go to his cabin and as he passed through the entrance cabin on his way back he found the mate bawling his way. The mate, shaking his fist, said he had got him where he wanted to get him and when he had done with him he would take charge of the ship. With that he let drive with his left fist. Witness ducked and took the blow on the side of the neck. The man aimed more blows at him and so, in self-defence, witness knocked him down and held him on the ground, at the same time sending for the chief engineer. Witness went back to the bridge, stopped his vessel, and an officer and guard came on board and took the mate into custody. The Master Attendant, having read a testimonial put in by the accused, said to him that it was very unfortunate to see a man of his position so situated, especially while the country was at war and members of the Merchant Service were doing such splendid service. Compare their conduct with his conduct on the *Pol Ann*. He had not only behaved like a beast, but he had actually put the ship in danger. If he had intended to knock the captain down and hurt him badly there would have been no certified officer to take charge at all. He would have to undergo six weeks' rigorous imprisonment.

BURIED TREASURE IN MANILA.

The whereabouts of what is claimed to be a rich treasure, buried not far from the city of Manila, either in a cemetery or in a piece of private land now occupied by some one who is evidently unaware that he is living over a silver mine, is to be investigated by the Executive Secretary (says the *Culture* in America). Executive Secretary Jaime C. de Veyra was recently approached by an excited Filipino who claimed to know just where this treasure was located. The story, as he told it, was that many years ago, in the days of Spanish control of the island, and just after the outbreak of the revolution of 1898, the provincial authorities of an adjoining province decided to gather all the government funds in the towns in one central town where there was a strong garrison, and where it was believed the money would be safe. But as no revolt spread and the success of the revolutionists made it evident that the end was drawing near, some of the Spanish officials decided to bury the treasury, said to consist of Mexican silver currency, in a place where it would be safest. It is believed they interred it in a cemetery. The story told by the man who claims to know the location of the treasure, is that afterwards, some of the garrison troops, people knew the spot where the silver was buried, left prisoners, and while some died, the survivors returned to Spain, and none was left to point out the hiding place. It seems that accidentally some of the treasure was located recently and it is believed that if the authorities take a hand in the unearthing, the finder will secure half and the State the other half.

STORY TO BE INVESTIGATED BY EXECUTIVE SECRETARY.

The whereabouts of what is claimed to be a rich treasure, buried not far from the city of Manila, either in a cemetery or in a piece of private land now occupied by some one who is evidently unaware that he is living over a silver mine, is to be investigated by the Executive Secretary (says the *Culture* in America). Executive Secretary Jaime C. de Veyra was recently approached by an excited Filipino who claimed to know just where this treasure was located. The story, as he told it, was that many years ago, in the days of Spanish control of the island, and just after the outbreak of the revolution of 1898, the provincial authorities of an adjoining province decided to gather all the government funds in the towns in one central town where there was a strong garrison, and where it was believed the money would be safe. But as no revolt spread and the success of the revolutionists made it evident that the end was drawing near, some of the Spanish officials decided to bury the treasury, said to consist of Mexican silver currency, in a place where it would be safest. It is believed they interred it in a cemetery. The story told by the man who claims to know the location of the treasure, is that afterwards, some of the garrison troops, people knew the spot where the silver was buried, left prisoners, and while some died, the survivors returned to Spain, and none was left to point out the hiding place. It seems that accidentally some of the treasure was located recently and it is believed that if the authorities take a hand in the unearthing, the finder will secure half and the State the other half.

There is in Germany a society whose sole object is to encourage the people to keep rabbits. According to the *Local Anzeiger* this eminent body has constructed special hutch designed to replace the useless window box, and it is beginning the housewife of Berlin to install the rabbit in their apartment, as a pet and ornament that can be read or converted into hash.

COMPANY MEETINGS.

AYER PANAS RUBBER.

QUESTION OF DIRECTORS' FEES.

The annual general meeting of Ayer Panas Rubber Estates, Limited, was held on May 1st, at the registered offices of the company in Singapore, Mr. W. M. Sims presiding.

The Chairman, proposing the adoption of the report and accounts, said that he thought they would all agree that the year's working had been very satisfactory. The cost of the estate for the year stood at about \$19,000 less than the previous year. The planted area was practically the same, accounted for by the sale of two blocks of land. Under the heading of factory and machinery they had provided for the contract cost of both factory and machinery, which at the end of the financial year were only in the course of erection. They hoped to bring the planted area up to 2,000 acres, without entailing any additional expenditure for supervision. They had a solid block of 600 acres of very good land which the directors considered it advisable to retain in view of possible extensions; and which they were holding on the old terms of \$1 per acre with an increase of fifty cents every thirty years. The crop represented almost 375 lbs. per acre for the year. Mr. Llewellyn and he had just been over the estate; the condition of the bark was very good. The estimate of 140,000 lbs. for the current year would, in his opinion, easily be obtained. The cost of tapping was 15.55 cents per lb.

DIRECTORS' FEES.

Mr. Dunman said: The directors ask us to vote them \$14,800.02 for fees. The questions arise are they entitled to it legally, and have they earned it? Early in 1915 Justice Astbury, in the case *Hickman v. Kent or Romney Marsh Sheep Breeders' Association* stated definitely that articles of association were binding between members only as members, i.e. that no right merely purporting to be given by an article to a member in some other capacity other than that of a member as e.g. solicitor, promoter or director can be enforced against the Company. It seems quite clear that the directors have no legal claim to this amount. In England directors earn their fees in two ways:—for the use of their names, or the use of their services, comparatively seldom for both. The former manner has not developed to so great an extent locally as at home, and I base my remarks on the supposition that the directors are asking \$14,800.02 for the use of their services. This particular Company is happy in having the services of most efficient and capable managing agents, who must considerably lighten the labours of the board of directors, and relieve them of much detailed work which falls to the lot of less fortunate boards. The usual practice in such cases (which are very common further East) is for the managing agents to do practically all the detailed work, and though the directors have undoubted responsibilities, their most onerous duty is the signing of cheques and dividend warrants. Under these circumstances I suggest that \$1,000 each is not a hard-won wage but adequate remuneration for their services, and I think another \$1,000 might be added for the chairman who has to listen to, and sometimes answer, the speeches made at the annual meeting. I therefore propose as an amendment that the directors fees be \$6,000 for the past year.

FURTHER CRITICISM.

Mr. Dunman, commenting on the reports and accounts, said: I wish to report strongly against the form in which the accounts are published, and the lack of information therein. In my opinion shareholders are entitled to know before the meeting the total amount of expenditure at the estate. This cannot be given until the accounts are audited. The Chairman said that shareholders and directors ought to meet to discuss the matter. In his opinion every man ought to be partly paid by results, for it tended to better results. Mr. Bean said he did not think they could alter the articles of association for this year and, consequently, when Mr. Dunman put his amendment, the chairman had to refuse to accept it on those grounds. Mr. Dunman then asked that his amendment and its refusal be put in record.

The report and accounts were adopted, and the funds allocated according to the recommendations in the report.

COMPANY REPORT.

HONGKONG ELECTRIC CO., LTD.

The Directors' report to the twenty-seventh ordinary yearly meeting of shareholders, to be held on May 28th, states:—

The balance at Credit of Profit and Loss Account for the year ending 26th February, 1916, is \$367,486.56; and, after deducting Directors' Fees (\$3,000), there remains a sum of \$364,486.56 available for appropriation, and year Directors recommend that this be disposed of as follows:—

To pay a dividend of 2½ per cent. — Say 82.25 per share on 60,000 shares	\$133,000.00
To place to reserve	100,000.00
To write off plant account for depreciation	175,000.00
To write off new property account for depreciation	25,000.00
To write off old property account for depreciation	10,000.00
To write off furniture account for depreciation	241.35
To pay a bonus to staff	8,686.70
To carry forward to next account	110,558.42
	\$364,486.56

Directors.—In accordance with the Articles of Association Hon. Sir C. P. Chater, C.M.G., and Hon. Mr. D. Landale, retire, but, being eligible, offer themselves for re-election.

SUBMARINE TRICKS.

While the question of submarine tricks is hot, it may be worth while recalling a statement made some time ago by the master of a Harrison liner whose vessel was sunk in the Mediterranean. When interviewed by the naval authorities he stated "that the ship was fired on without any colours being shown by the submarine, and that, after the ship was abandoned, the submarine approached the boat with two flags rolled up at the flagstaff, inquired if the ship was British, and on being answered in the affirmative, unrolled one of the flags, which proved to be the German ensign." From this account it appears likely that the submarine kept the German and Austrian flags bent on, ready to fly either of them, according to the nationality of the ship attacked. It is a very pretty trick, but three flags would improve it and would give Turkey a share of what pass among the Central Powers, for honours.

Company came to less than \$1,000 per director per year. He would like to add that in his opinion the directors were one of pocket for what they had done for Ayer Panas. "In 1911 the directors took up at par Ayer Panas shares to help the Company through when those shares stood at \$3.30 on the market; that represented a loss of \$12,500. Then again the directors had never charged a single cent for personal expenses when visiting the estate. They had had all the kicks and nothing for them." He suggested that the fees for the year be passed, but that an extraordinary general meeting be called by the shareholders to alter the articles of association as they might see fit to deal with the point.

Mr. Bean pointed out that the total of the directors' fees gave them less than \$1,000 a year, but they did not wish to be Shylocks demanding their pound of flesh and they were quite agreeable to come to some amicable decision.

The Chairman said that shareholders and directors ought to meet to discuss the matter. In his opinion every man ought to be partly paid by results, for it tended to better results.

Mr. Bean said he did not think they could alter the articles of association for this year and, consequently, when Mr. Dunman put his amendment, the chairman had to refuse to accept it on those grounds.

Mr. Dunman then asked that his amendment and its refusal be put in record.

The report and accounts were adopted, and the funds allocated according to the recommendations in the report.

PEGOH (LIMITED).

The fourth ordinary general meeting of this Company was held on March 17, at 28, Leake Street, London.

Sir Ernest W. Birch, K.C.M.G., the Chairman, after commenting on various items in the accounts, said that the profit for the past year amounted to over £10,000. An interim dividend of 7½ per cent. amounting to £2,750 was paid in August, £19,000 had been placed to a special reserve account, and the capital expenditure of £3,772 on immature rubber had been included in the revenue account. There then remained a balance of £18,472 available for distribution. The board had received a long and interesting report from Mr. W. M. Sims describing two or three of his visits to the property, and a telegram from him had, also, reached them that morning. Both report and telegram justified the directors' statement in the report that "the estate is in first-class condition from end to end." For the current year the estimated output of rubber was 330,000 lb. The company's area in rubber remained at 3,221 acres, of which 1,691 had been tapped. Last year's crop, therefore, of 674,000 lb. represented a yield of about 200 lb. per acre. They obtained for their crop 2s 6-14d per lb. or 5d per lb. more than in the previous year. In respect of the present year they had sold 130,830 lb. at an average price of 2s 9d, and their forward sales outstanding to-day amounted to 83 tons, at an average price of 2s 9d. The "all-in cost" of production last year was 1s 2-9d per lb. or 1d per lb. less than for the preceding 12 months, but in arriving at this computation it should be borne in mind that all expenditure was placed to revenue account.

On the motion of the Chairman, seconded by Mr. Patrick Gov, the report and accounts were adopted, and the proposed final dividend of 12½ per cent. making, with the interim payment, 20 per cent. for the year, was also agreed to.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

1.—No. 1920 Sapper E. R. Miller is permitted to resign on leaving the Colony.

2.—Parades for Tuesday, 9th instant: 5.10 p.m. Centre Section M.G. Co. (Kowloon residents) M.G. drill at Kowloon Docks.

5.15 p.m. Light Section M.G. Co. Musketry exercises at Headquarters.

5.15 p.m. Left Section M.G. Co. M.G. drill at Headquarters.

5.15 p.m. Recruits of all units, Squad drill at Headquarters under Sergt. Major Higby.

5.15 p.m. Stretcher Bearer Section. Instruction at Headquarters.

5.15 p.m. Centre Section M.G. Co. (H.K. residents) M.G. drill at Headquarters.

5.30 p.m. Signalling Section "A," "B," "C" Classes at Headquarters.

5.30 p.m. Engineer Co. Belchers and Stonecutters Sections, Inspection in marching order 150 rounds ball ammunition at Headquarters. Members of Stonecutters Section on night Duty 9th inst., exempted.

DETAILS.
3.—On duty till 11th instant: H.K.V.R. Next for duty 19th inst.: No. 1 Section Artillery Battery.
Orderly Officer 12th to 18th: Lieut. Walsh.

A. F. CHURCHILL, Capt.,
Adjutant, H.K.V.O.

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C., R.E.V.R.

TRAVELLING EXPENSES.
All claims for travelling expenses incurred in any one month must reach the Adjutant, H.K.V.R., not later than the 7th of the following month. No claim sent in after such date will be entertained. Outstanding claims for travelling expenses must be sent in to the Adjutant, H.K.V.R., forthwith.

MILITARY PAY.
Military pay is due to the undermentioned N.C.O. and men of "A" Co. and can be drawn on application to Capt. Chapman at the Mercantile Bank of India, Ltd. Pay not drawn on or before the 12th inst. will be returned to the Treasury.

Lt. Col. E. A. Fisher, \$1.00; Ptes. C. Crispin, 93 cts.; J. C. Clark, \$1.80; A. G. Coppin, 93 cts.; A. Doherty, \$1.80; H. Elson, 93 cts.; W. Forsyth, 93 cts.; J. Garraway, 93 cts.; E. Howard, 93 cts.; P. H. Holyoak, 93 cts.; E. M. Hazeland, 93 cts.; J. Hooper, 93 cts.; H. S. Hills, \$1.80; J. Macfarlane, 93 cts.; L. R. Needham, 93 cts.; W. L. Patterson, \$1.80; P. Potts, 93 cts.; E. B. Raymond, 93 cts.; J. M. Ramsey, 93 cts.; A. R. Raven, 93 cts.; D. W. Tratman, \$1.80; A. F. Wood, \$1.80.

G. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

ACKNOWLEDGMENT.
Messrs. Noronha & Co. have presented 24 copies of the new Traffic Regulations to the Mounted and Motor Patrols.

REPORTS OF CASES.
The result of a Court is to be reported on a requisition Prosecution Form, obtainable from P. C. Castro at the Magistracy, and Inspector Sirdar Khan at the Marine Court.

PARADES, ETC.
Tuesday, May 9th.—Sections 13 and 14 under Chief Inspector Mason, 5.30 p.m.

Wednesday, May 10th.—Maxim Gunners 5.30 p.m. Recruits of No. 2 Platoon and No. 4 Company 5.30 p.m.

Thursday, May 11th.—Sections 13 and 14 under Chief Inspector Mason, 5.30 p.m. Orchestra Practice, 8.30 p.m.

Friday, May 12th.—Maxim Gunners, 5.30 p.m. Recruits of No. 2 Platoon and No. 4 Company, 5.30 p.m.

EQUIPMENT AND EMERGENCY BOARD.
The following Sections are warned to attend at Central Station between the hours of 5.30 and 6.00 p.m.:

All ranks, including medical exemptions, are ordered to appear. Leave of absence cannot be given by any other than the undersigned.

Every kind of article issued to the individual members with the exception of Blue Uniform must be produced.

Monday, May 15th.—No. 2 Section, Tuesday, May 16th.—No. 3 Section, Wednesday, May 17th.—No. 4 Section.

Thursday, May 18th.—No. 5 Section, Friday, May 19th.—No. 1 Section.

Equipment officers will attend with the Sections of their respective companies.

ARMEDS.
Metropolitan Police pattern Armlets will be issued on and after May 15th. All Red Armlets, with their numbers attached, are to be returned forthwith to Section and other unit Commanders, who will hand them to this office on or before Thursday, May 11th, by 5 p.m.

Members of the Staff will return their direct to the office.

F. C. JENKIN,
D.S.P. (R.)

An extraordinary scene took place in the House of Commons on March 30th. An Army Medical Lieutenant, Capt. from the Distinguished Strangers' Gallery, and dropped 26th, to the floor of the House. He fell on his face, and, springing up, made a wild rush to the Treasury table shouting, "Protect the heads of the soldiers from shrapnel!" The intruder gave the name of Lieut. Turnbull. He was a Sikh. He suddenly eluded out of the gallery, and scrambled along the railing to the assistance of a crowded House, and members watched spellbound, until he suddenly toppled to the floor. The Sergeant-at-Arms and his assistant rushed to him, but he was a powerful fellow, and struggled amid exclamation, shouting, "Shrapnel!" Later he was medically examined and released.

NEW ADVERTISEMENTS

TO LET—FURNISHED.

FOREBANK WEST MAGAZINE GAP.
Peak, for four months from Middle of May.
Apply—
F. M. CRAWFORD,
Care of LANE, CRAWFORD & Co.
[678]

TO LET.

TWO LARGE FURNISHED ROOMS
arranged as Flat with Bathroom, Verandah and every convenience. Can be let separately if desired and board could be arranged.
Apply—
"HARBOUR VIEW,"
Care of "Daily Press" Office.
[679]

WANTED.

MALE STENOGRAPHER and TYPIST.
Good Salary for right man.
Apply to—
"P. D."
Care of "Daily Press" Office.
Hongkong, 9th May, 1916. [680]

WANTED.

AN experienced ASSISTANT for a Mercantile Firm (Chinese preferred). Qualifications necessary: Good English education, knowledge of shorthand, Typewriting and Book-keeping.
Good salary and permanent prospects for a competent steady man.
Apply in own handwriting to—
"COMMERCE"
Care of "Daily Press" Office.
Hongkong, 9th May, 1916. [681]

NOTICE OF REMOVAL.

On and after MONDAY, 8th May, 1916, the Offices of THE CHINA FIRE INSURANCE CO., LTD., will be REMOVED to the Offices of THE UNION INSURANCE SOCIETY OF CANTON, LTD., 3, QUEEN'S BUILDINGS, Chater Road.
J. PEMBERTON,
Secretary.
Hongkong, 8th May, 1916. [682]

E. & A. S. S. CO., LTD.

THE Steamship
"ST. ALBANS"
will be despatched for MANILA on or about the 10th May.
For Freight and passage apply to—
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 8th May, 1916. [683]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE.
FROM this date and during the absence of the undersigned from the Colony, Mr. C. H. P. HAY will perform the duties of the General Manager of the Company and sign per Procuration.
By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.
Hongkong, 6th May, 1916. [674]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.
FROM this date and during the absence of the undersigned from the Colony, Mr. C. H. P. HAY will perform the duties of the General Manager of the Society and sign per Procuration.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 6th May, 1916. [667]

NOTICE.

THE undersigned having acquired the interest in the "Yon Riegon" Patent Firebridge Bar, it will henceforth be known as the "ECLIPSE" PATENT FIREBRIDGE BAR.
Full particulars and prices for installations from:
THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.,
2, Queen's Buildings,
Hongkong, 17th March, 1916. [619]

OSAKA SHOSEN KAISHA.

WE beg to inform the Public that the Company's Telephone Numbers have been changed TO-DAY from 246 and 1280 to 744 and 745.
Hongkong, 2nd May, 1916. [653]

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.
FROM 1st May, 1916, the Price of Current for Lighting and Fans will be reduced to 29 cents per unit.
Discounts will remain as before.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st May, 1916. [648]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.
IN THE MATTER of the Estate of **NATHANIEL JOSEPH EDE**, late of "OAKHURST," NEXLEY ABBEY, in the County of Hants, England, deceased.
NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of The Probates Ordinance (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 13th day of May, 1916.
Creditors and Claimants are hereby required to send their Claims to A. SHELDON HOOPER, Esq., No. 6, Queen's Road Central, Hongkong, the Administrator of the above Estate, by the above date.
Dated the 1st day of May, 1916.
HASTINGS & HASTINGS,
Solicitors for the Administrator,
8, Des Voeux Road Central,
Hongkong. [653]

PUBLIC COMPANIES

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held (at) the Offices of Messrs JARDINE, MATHESON & Co., Ltd., No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on FRIDAY, 19th May, 1916, at 10.00, when the subject of Resolutions which were passed at the Extraordinary Meeting held on 3rd instant will be submitted for confirmation as Special Resolutions, viz.:

- (1.) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as in the Print signed by the Chairman of this Meeting for the purpose of identification.
- (2.) That the Articles of Association of the Company be altered in the manner following:—
"That the following Article shall be substituted for Article 94, 'namely:—
"44.—The Members of the Company shall be paid out of the funds of the Company such remuneration as may be or have been determined at any time by any General Meeting of the Company until such remuneration is altered by any subsequent General Meeting of the Company. Such remuneration shall be divisible amongst the members of the Committee in such proportions, as the Committee or a majority thereof shall determine."

Dated this 3rd day of May, 1916.
JARDINE, MATHESON & Co., Ltd.,
General Agents,
THE CANTON INSURANCE OFFICE, LTD. [676]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of Messrs JARDINE, MATHESON & Co., Ltd., No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on FRIDAY, the 19th day of May, 1916, at 12.10 in the afternoon, for the purpose of considering and if thought fit passing as an Extraordinary Resolution, the following, viz.:

- "That the remuneration of the Consulting Committee be fixed at the sum of \$8,000 per annum as from first day of January, 1916."
- Dated this 3rd day of May, 1916.
JARDINE, MATHESON & Co., Ltd.,
General Agents,
THE CANTON INSURANCE OFFICE, LTD. [676]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1916, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st May, 1916. [640]

THE CHINA-BORNEO COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.
THE CHINA-BORNEO CO., LTD.,
W. G. DAWBY,
General Manager.
Hongkong, 4th May, 1916. [638]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1916, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shaikwan Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Reg. No.	Locality	Boundary Measurements (Approximate)	Contents	Area	Value
100/100	Shaikwan Road	100 feet by 100 feet	12,000 sq. ft.	12,000	12,000
100/100	Shaikwan Road	100 feet by 100 feet	12,000 sq. ft.	12,000	12,000

Hongkong, 6th May, 1916. [670]

WANTED.

A British Mercantile Firm a Competent Lady STENOGRAPHER, able to write shorthand and type rapidly.
Apply to—
"N. X. Y."
Care of "Daily Press" Office.
Hongkong, 1th May, 1916. [680]

HOUSES TO LET

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD.
[685]

TO LET.

RICHMOND HOUSE and Annex at No. 11, Robinson Road, Completely renovated and repainted. Garden and Tennis Court. For rent and other terms apply to—
H. M. H. NEMAZEE,
No. 1, Des Voeux Road.
[666]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., Ltd.
[682]

TO LET.

A HOUSE in Observatory Villas with Tennis Court.
Apply to—
ARRATTON V. APCAR & Co.,
14, Des Voeux Road.
[619]

TO LET.

OFFICES in Second Floor, Queen's Buildings. Reasonable rent.
Apply to—
THE UNION TRADING Co.,
5, Queen's Buildings.
[674]

TO LET.

OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co.
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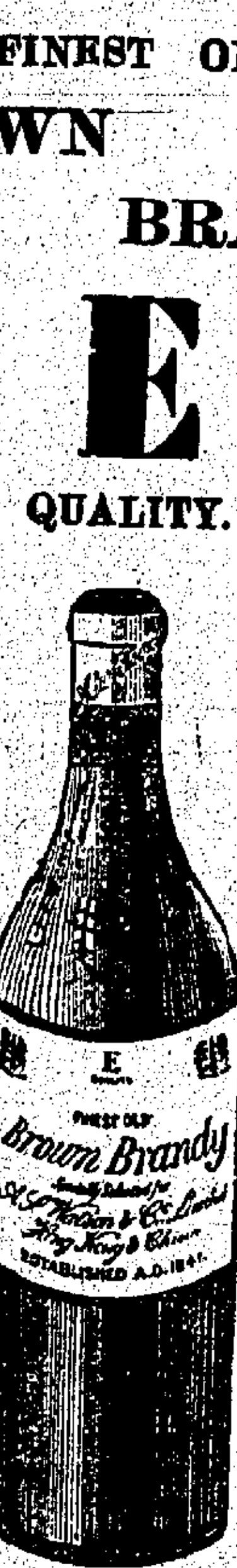
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The Daily Press.
HONGKONG, 9TH MAY, 1916.

THE DAYLIGHT-SAVING BILL.

THE Daylight-Saving Bill was down for discussion in the House of Commons yesterday, and if it be approved it will come into operation on the 14th of this month. Thus a reform which has been urged for several years seems likely to be carried in a few days. The first measure dealing with this subject was introduced into the House of Commons in 1908, and was referred to a Select Committee, who reported in its favour. They recommended, in place of four changes of twenty minutes each, putting the clock forward one hour on the third Sunday in April and backward on the third Sunday in September. With this amendment the Bill was reintroduced in the following year, and passed its second reading by 130 votes to 94, whereupon another Select Committee was appointed to hear evidence from certain interests which asserted that they would be adversely affected. The Chairman of the Committee drafted a report in favour of the Bill, but it was rejected by a majority of one. The Committee then recommended that the Bill be not further proceeded with, owing to "great diversity of opinion" and "to doubts which have been expressed as to whether the objects of the measure can be attained by legislation without giving rise, in cases involving important interests, to serious inconvenience." A very influential signed manifesto protesting against this report was presented to Parliament, but without securing its object. The war, however, has changed preconceived ideas towards many things, and private interests, however important they may be, are quickly subordinated to national requirements in this time of stress. The Gas and Electric Light Companies are likely to suffer, as the primary object of the Bill is to reduce the consumption of artificial illuminants by making longer use of sunlight.

but if it can be shown that the Bill will effect a saving in artificial light of over three million pounds a year, as was estimated by Mr. W. WILLET, the proposer of the Bill of 1909, there is little doubt that it will speedily find its place on the Statute Book. The Bill is being introduced by Sir HENRY NORMAN, and he has the support of various Chambers of Commerce, and all the great Railway Companies, the majority of whom have always regarded the proposed change with favour. Mr. HERBERT SAMUEL has also given the Bill his blessing, and has pointed out that its adoption would release a great quantity of coal which is urgently required by ourselves and by our Allies. The details of the project have not yet reached us, but it is probable that they follow along the lines advocated in 1909, and that standard time in Great Britain and Ireland will be advanced by one hour upon an appointed day in the Spring, and that Greenwich time will be resorted to in Great Britain and Dublin time in Ireland by a counter motion upon a certain day in the Autumn. The result of this change would be that for a period of 184 days or thereabouts during the summer season sixty minutes more sunlight in the evening of each day would be available to the workers of Great Britain and Ireland. The hours of rest and recreation would not be curtailed, for the day would both start and end an hour earlier than hitherto. The clock, however, would give no indication of the fact and therein lies the charm. The idea has engaged the attention of several of our Colonies, and in the cities of Fort William and Port Arthur, Ontario, the principle of the Bill has been in operation for several years. All the objections which were raised to the innovation have been forgotten, and everyone is agreed upon the benefit gained during the summer months. The reform seems so very simple, obvious and advantageous—both from an economic and hygienic point of view—that the wonder is it was not agreed to long ago.

A mail for Europe via Siberia closes to-day at 5 p.m.

The P. & O. Homeward mail *Malwa*, with the Hongkong mail of the 24th March, arrived in London on the 4th instant.

Mr. Y. Abbas, of the Audit Office, caught a man who had snatched a gold bangle from a child in d'Aguilar Street, and handed him over to the police. Yesterday the man was brought before Mr. Wood and was sentenced to one year's hard labour, four hours' stocks, and 24 strokes with the birch.

Twenty-five small-pox cases were reported in the Colony during the week ending May 6th and of this number fifteen proved fatal. The cases consisted of two British, one Japanese and the rest Chinese. In the same period there were five cases of bubonic plague (one Indian and the rest Chinese, two being imported) all of which proved fatal. There was also a non-fatal Japanese case of enteric fever. Since January 1st there have been sixteen cases of plague, all proving fatal.

TYPHOON WARNING.

The following telegram was received by the American Consulate-General, Hongkong, from the Manila Observatory:

7.30 p.m. May 7th.
Warning low-pressure area over N. Chin Sea. A circular depression may form to the S.W. of Formosa.

HONGKONG GYMKHANA CLUB.

PROGRAMME OF SECOND MEETING.

The second meeting of the Gymkhana Club will be held at Happy Valley on Saturday, the 27th inst.

The programme is as follows:—
Three Quarter Mile Race. Handicap.
For all China Ponies in the Colony on 1st May, that have not won a race at Official Meetings, Off Days, or Gymkhanas since January 1st, 1916.
Gymkhana Stakes—Value \$200. Distance—One mile. For all China Ponies.
Ladies' Nomination—Tent-Pegging.
Two runs. Open to members of the Jockey, Polo, and Gymkhana Clubs, Naval and Military Officers, Mounted Police, and Troop.
From the Two Mile Post Once Round and in Handicap—For Subscription.
Polo Pony Stakes—400 Yards. For hand-fide Polo Ponies to be ridden by playing members of the Hongkong Polo Club. Winner at last Gymkhana barred.
Catch Weights 12 Stones. Standing start.
One and a Quarter Mile Race. Handicap—For all China Ponies.

SHANGHAI RACES.

FIRST DAY RESULTS OF SPRING MEETING.

Yesterday was the opening day of the Shanghai Spring race meeting, the results of which were as follow:—
The PAREN HUNTERS' CUP. Three-quarters of a mile.
Mr. Lamerton's Volcano (Rowe) 1
Messrs. Toog and Speelman's Sir Lamerock (Heard) 2
Mr. Angus's Consent (Springfield) 3
Time: 1min. 31.9-seconds.
Fastest time: 1min. 27.3-seconds.

THE CRITERION STAKES. One mile.

Mr. Fay's Nirvana (Heard) 1
Messrs. Toog and Speelman's Sir Victor (Williams) 2
Major Nathan's Patriot (Watts) 3
Time: 2min. 41.5-seconds.
Fastest time: 2min. 13.5-seconds.

THE GRIFFIN'S PLATE. Three-quarters of a mile.

Mr. Lamerton's Osiris (Rowe) 1
Mr. Ciro's Candlelight (Moller) 2
Major Nathan's Pride (Watts) 3
Time: 1min. 31.3-seconds.
Fastest time: 1min. 27.3-5.

THE CATHAY CUP. One mile and a half.

Mr. Henry Morris's Beaconsfield (Stewart) 1
Mr. Dugor's Concession (Vida) 2
Mr. G. D. Coutts' The Trader (Brand) 3
Time: 3min. 13.4-seconds.
Fastest time: 3min. 7.1-seconds.

THE POI-MATING CUP. One mile.

Mr. Elrettus' Dixie (Vida) 1
Messrs. Winsome and Harty's The Myna (Hill) 2
Messrs. Toog and Speelman's White Nile (Williams) 3
Time: 2min. 61.5-seconds.
Fastest time: 2min. 13.5-seconds.

THE HART LEGACY CUP. Half a mile.

Mr. Robson's Niblick (Watts) 1
Mr. John Peel's The Nipper (Johnstone) 2
Mr. Elrettus' How Much (Vida) 3
Time: 57.3-seconds.
Fastest time: 55.3-seconds.

THE JOCKEY CUP. One mile.

Messrs. Sky and Hickling's Mush (Hickling) 1
Mr. Jeddert's Brussels (Jones) 2
Mr. Ezra's Earthing Damages (J. L. Ezra) 3
Time: 2min. 51.5-seconds.
Fastest time: 2min. 13.5-seconds.

THE KIANGSU CUP. One mile and three-quarters.

Mr. Henry Morris's Wakefield (Stewart) 1
Messrs. Toog and Speelman's Sundry (Heard) 2
Messrs. Winsome and Harty's Caporaille (Hill) 3
Time: 2min. 54.1-seconds.
Fastest time: 3min. 43.5-seconds.

THE ECLIPSE STAKES. One mile and a quarter.

Mr. Fay's Wynona (Heard) 1
Mr. Ellis Kadorie's Cucco Chief (Hill) 2
Mr. R. Macgregor's The Raj (Commons) 3
Time: 2min. 39.2-seconds.
Fastest time: 2min. 33.4-seconds.

THE CHINESE CUP. One mile and a quarter.

Mr. John Peel's Special Request (Johnstone) 1
Messrs. Toog and Speelman's Sir Lamerock (Heard) 2
Mr. Peacock's The Buzzard (Hill) 3
Time: 2min. 40.4-seconds.
Fastest time: 2min. 33.4-seconds.

THE SHIPING STRIKE.

Apparently the local branch of the China Coast Guild has not yet been officially advised from Shanghai that a strike has been called, and precise instructions are awaited. Several of the steamers which should have proceeded to northern ports have not yet left the Harbour.

BRITISH MANUFACTURES.

You are very careful in your purchases to see that, if possible, all your goods are of British manufacture, as, beside supporting home industries, you know you are getting the best.

But what about your Cigarettes? Are you as particular about them? WESTMINSTER "SPECIALS" are expertly made by hand, by a British Company in London.

They cost \$1.25 for a tin of 50 and are equal to any of the higher priced Egyptian Cigarettes.

"SPECIALS" are now packed in round straight tins, which ensure their arriving in perfect condition.

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THE WAR.

VERDUN BATTLE CONTINUES.

REPEATED ENEMY ATTACKS.

GERMANY'S REPLY TO AMERICA.

HOW ZEPPELINS WERE DESTROYED.

VICTIMS OF IRISH REVOLT.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

UNPRECEDENTED SHELLING. OVERWHELMING GERMAN LOSSES.

PARIS, May 6th.
5.20 p.m.

To-day's *communiqué* says:—Westward of the Meuse, after an intense bombardment of Hill 304 with heavy and asphyxiating gas shells yesterday, reaching last night an unprecedented pitch, the French evacuated a part of a trench upon the northern slopes which the German bombardment had utterly smashed, but our batteries checked any advance.

A German attack during the night on the woods west and north-west of Hill 304 was repulsed with the bayonet.

It has been established that the enemy's attack on Wednesday was carried out by a fresh Division, which sustained overwhelming losses.

The persistent bombardment of the line from Mort Homme to Cumieres continues.

BOMBARDMENT CONTINUES.

PARIS, May 7th.
12.50 a.m.

The evening *communiqué* says:—The bombardment continued to be most violent west of the Meuse, particularly in the region of Hill 304 and the vicinity of the Haucourt-Esnes road. There was no infantry action.

ANOTHER FUTILE GERMAN ATTACK.

CAPTIVE BALLOONS BREAK LOOSE.

PARIS, May 7th.
4.15 p.m.

To-day's *communiqué* says:—A German attack, after intense artillery preparation, on our trenches south of Libons was stopped by our curtain of fire before it reached our barbed-wire.

There was a continuous violent bombardment in the region of Hill 304, and the sector of Haudromont and Thiaumont Farm.

A strong enemy reconnaissance was repulsed south of St. Mihiel.

A number of our captive balloons broke away during a gale, and several landed in the German lines. The majority of the observers parachuted to our lines.

HEAVY FIGHTING BEFORE VERDUN.

ENEMY ATTACKS ON BOTH BANKS OF MEUSE.

PARIS, May 8th.
1.50 a.m.

The evening *communiqué* says:—On the left bank of the Meuse the extremely violent bombardment, which has already been incessant for the past two days, in the region of Hill 304, was followed to-day by a strong German attack between Hill 304 and Mort Homme. The enemy, after repeated efforts, penetrated a communication trench east of Hill 304, but everywhere else he was repulsed with heavy loss from our maxim and artillery fire.

The Germans on the right bank of the Meuse, after intense artillery preparation, delivered several successive attacks between Haudromont Wood and Douaumont Fort, and gained a footing for 500 yards in the first-line trench on the western part of this front. Everywhere else the attacks were shattered.

There was great artillery activity in Woëvre.

[THROUGH REUTER'S AGENCY.]

GENERAL PETAIN'S PROMOTION.

PARIS, May 8th.

General Petain has been promoted Commander-in-Chief of the Central Armies from Soissons to Verdun inclusive. General Nevelle succeeds him in the command of the special Army at Verdun.

TRENCH RAIDS ON BRITISH FRONT.

SUPREMACY OF THE AIR.

LONDON, May 7th.

General Sir Douglas Haig, in a *communiqué* says:—We successfully raided trenches near Authuille. Our casualties were slight. Five prisoners were brought back, and ten Germans were killed and many wounded.

The Germans also attempted an attack on our trenches east of Cabaret Rouge, which was repulsed.

There was some artillery activity to-day, and a considerable amount of successful air work yesterday. The few hostile machines seen were driven off.

ARTILLERY ACTIVITY.

LONDON, May 7th.

General Sir Douglas Haig reports that last night and to-day there was artillery activity on both sides about Maricourt, Therapval, Arras, Loos, St. Eloi, and Ypres.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIAN MINOR OPERATIONS.

SUCCESSFUL ATTACKS AND COUNTER-ATTACKS.

PETROGRAD, May 6th.

A *communiqué* says:—South-east of Lake Gied we captured enemy trenches. The enemy attacked north-west of Krochine, but fled before our counter-attacks, leaving killed and wounded and much ammunition.

South-east of Olyka we forced the enemy to evacuate a wood.

On the Caucasus front we dislodged the enemy from his position at Serinal Kerind, bayonetting the defenders.

TURKS ABANDON LARGE CAMP.

PETROGRAD, May 7th.

A *communiqué* says that at the capture of the Serinal Kerind position, in the direction of Bagdad, the Turks, who lost heavily, abandoned a large camp of important material.

CAPTURES AT TREBIZOND.

PETROGRAD, May 7th.

A *communiqué* says:—At the occupation of Trebizond we captured eight coast guns, 14 six-inchers, artillery baggage and trains, as well as other important equipment.

NAVAL ACTIVITIES

[THROUGH REUTER'S AGENCY.]

LIVELINESS IN ADRIATIC.

AUSTRIAN TORPEDO-BOAT CHASED.

ROME, May 6th.

Four Italian destroyers on Wednesday chased ten enemy torpedo-boats, shelling them continuously. They only gave up 20 miles from Pola, when enemy cruisers left the port.

Seaplanes unsuccessfully tried to bomb the Italian destroyers.

[THROUGH REUTER'S AGENCY.]

MERCHANTMAN'S ADVENTURE— VOYAGE.

LONDON, May 6th.

The *Clan Macfadyen* encountered a submarine in the Bay of Biscay. The submarine fired 60 shots at very close range, and the *Clan Macfadyen* pluckily replied. It is believed that the submarine was hit several times. Three hours later the vessel met another submarine, which fired a torpedo, missing the *Clan Macfadyen*, however, by a few feet.

TORPEDOED WITHOUT WARNING.

LONDON, May 8th.

The City of *Lucknow* was torpedoed without warning on the 1st inst. The crew have been landed at Malta.

[The *City of Lucknow* was a steel vessel of 3,080 gross tonnage. She was built at Whiteinch in 1898 and was the property of William S. Workman, of Glasgow.]

BRITISH STEAMER SUNK.

LONDON, May 6th.

The Cardiff steamer *Isalona* has been sunk. The crew were saved.

ENEMY DESTROYER SUNK.

ROME, May 6th.

A French submarine on Thursday in the lower Adriatic torpedoed and sank an enemy destroyer.

RUSSIAN FLEET ACTIVE IN BALTIC.

AMSTERDAM, May 6th.

A Berlin *communiqué* mentions the Russian bombardment of the Courland coast.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

ZEPPELINS DESTROYED BY FLEET.

NAVAL GUNS MAKE GOOD PRACTICE.

LONDON, May 5th.

Vice-Admiral De Robeck, commanding the fleet at Salonika, reports that at 2.30 this morning the fleet heavily fired on and hit a Zeppelin which was passing over the harbour. It fell blazing, at the mouth of the Vardar. Of her crew, four officers and eight men were made prisoners.

GREEKS JUBILANT AT FATE OF RAIDER.

Salonika, May 6th.

A message dated the 5th inst. says that the inhabitants had been haunted by the fear of Zeppelin visitations for months, and were jubilant at the destruction of the airship. The town was aroused at 2 o'clock in the morning by the discharge of three red rockets from a warship in the Harbour. A searchlight immediately caught the intruder above the centre of the town. A hurricane of shells followed, including new French incendiary shells, which lit up the town. The Zeppelin apparently lost her bearings, and made seawards, presenting a magnificent broadside target to the warships. A shell burst close to the tail of the monster, which dipped, and seemed to twist and writhe. It disappeared from sight in a self-produced cloud of vapour, and nothing more was heard for half an hour, when two loud reports, followed by flame, showed that the Zeppelin had been destroyed at the mouth of the Vardar River.

A French airman who ascended in the darkness claims that he twice hit the Zeppelin with bombs.

SUBMARINE COMPLETES WORK OF GUNS.

LONDON, May 6th.

The Commander of the Grand Fleet reports that the ships which destroyed the Zeppelin off the Schleswig coast were the *Galatea* and the *Phaeton*. The Zeppelin was apparently on scouting duty.

A 1st official announcement states:—It now appears that Zeppelin *L-7* was severely damaged by the *Galatea* and *Phaeton*; but its destruction was completed by a British submarine, which rescued seven of the Zeppelin's crew. The submarine was attacked and slightly injured by a German cruiser on the return journey.

[THROUGH REUTER'S AGENCY.]

DESTRUCTION PLAINLY SEEN.

COPENHAGEN, May 7th.

The destruction of the *L7* was witnessed by many people. The airship was plainly observed from Horns Reef Islet, off the Danish coast. She was struck by shots from British cruisers. She caught fire, the wind drove her eastward of Blaavandshuk, whence she was seen dropping into the sea. She disappeared below the surface.

L20 DAMAGED BY LAND GUNS.

CHRISTIANIA, May 6th.

The crew of the *L20* (which came down near Stavanger and was destroyed) admitted that the guns in Scotland damaged the raider.

GERMAN ASSERTIONS AND ADMISSIONS.

AMSTERDAM, May 7th.

A German *communiqué* claims that in an air fight on Friday a hostile aeroplane was brought down off Flanders.

A German torpedo-boat on Saturday captured a British aeroplane, which was undamaged, off Flanders. The two occupants were taken prisoner.

On Friday one of our ships sank the British submarine *E 31* off Horns Reef. It admits that the *L 7* had not returned.

With reference to the above the Admiralty states that two Naval aeroplanes are missing, and the body of one of the aviators has been picked up, and also the observer's lifebelt. The sinking of the *E 31* is untrue, for the submarine returned safely to its base.

ANOTHER ZEPPELIN HIT.

AMSTERDAM, May 6th.

Fishermen entering the port of Ameland report that the *L9* passed close to their ship, evidently severely damaged.

SMYRNA ATTACKED BY AIRCRAFT.

AMSTERDAM, May 6th.

A Turkish *communiqué* says that hostile aircraft have bombed the neighbourhood of Smyrna.

AUSTRIAN AEROPLANES BOMB BRINDISI.

ROME, May 6th.

Five enemy aeroplanes on Thursday bombed Brindisi. The material damage done was insignificant. A hospital suffered most. Four of the patients in the institution were killed and five injured.

DURAZZO BOMBED FROM THE AIR.

ROME, May 6th.

Four aeroplanes successfully bombed Durazzo and returned safely. One enemy seaplane was destroyed at Brindisi on the 5th inst.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE IRISH REVOLT.

FEMALE INTRIGUER SENTENCED TO DEATH.

LONDON, May 7th.

The *Illustrated Sunday Herald* says it was announced in Dublin on Saturday night that Countess Markievicz has been sentenced to death, and that the sentence has been commuted to penal servitude for life.

DEATH SENTENCES COMMUTED.

DUBLIN, May 8th.

The death sentence which was passed on John Plunkett, a son of Count Plunkett, has been commuted to ten years penal servitude. Numerous other death sentences have been commuted to various terms of penal servitude.

Countess Markievicz, the agitress, has been sentenced to penal servitude for life. Count George Plunkett has been sentenced to ten years' imprisonment.

Sir Robert Chalmers has been appointed Under-Secretary to the Lord Lieutenant of Ireland in succession to Sir Matthew Nathan, who has resigned. It is officially reported that Mr. Harcourt succeeds Mr. Eirell.

2,000 SINN FEINERS DEPORTED.

A message from Dublin says that 1,000 more prisoners were sent to England last night, making the deportees 2,000.

[THROUGH REUTER'S AGENCY.]

100 CIVILIAN VICTIMS.

Up to the present 100 civilian victims of the rising have been buried in Dublin. Owing to the shortage of labour many were interred coffinless in clothes, sheets, and blankets.

Bodies of rebels are still being discovered in the debris. At Limerick City all the Sinn Feiners have surrendered their arms and ammunition.

George, son of Count Plunkett, has been sentenced to ten years' imprisonment, not the Count himself, but the latter and his wife have been arrested.

GERMANY AND AMERICA.

EFFECT OF THE NOTE.

A DELICATE SITUATION.

WASHINGTON, May 6th.

The German Note recalls the German proposals which were rejected by the United States and which would have reduced the dangers to American travellers and goods to a minimum, and renew the offer of such an agreement. Germany is prepared to do her utmost to confine operations for the rest of the war to fighting forces of the belligerents, thus ensuring the freedom of the seas, but neutrals cannot expect Germany, for the sake of neutral interests, to restrict the use of her effective weapon if the enemy is permitted to continue to apply at will methods of warfare violating International Law.

NOTE OF NOTE RESENTED.

After the receipt of the official text of the German Note it was indicated that it was improbable that President Wilson will reach a decision before next week. While official opinions vary it is clear that the United States must continue to regard discussions with other belligerents as irrelevant to its discussion of Germany's conduct. While the tone of the Note is resented, it is felt that the language is immaterial if the assurances are real.

RUPTURE POSTPONED.

NEW YORK, May 6th.

Despatches from Washington indicate that the German Note has had the effect at least of postponing a rupture. It is thought that President Wilson will accept the German pledge not to torpedo merchant vessels without warning, and the saving of lives unless an endeavour is made to escape or to offer resistance, but the newspapers scout the idea of America, in return, bargaining with Great Britain for stopping the blockade.

DIVIDED OPINION.

WASHINGTON, May 6th.

President Wilson and the Cabinet considered the unofficial text of the German reply for two and a half hours. The opinion in official circles and among the newspapers is divided, one section holding that the Government should wait and see whether Germany really abandons her present submarine methods, and the other that the United States is bound to break relations as President Wilson has already told Germany that the United States cannot base any condition, in their submarine demands, upon the British blockade.

BRITISH PRESS DENOUNCES THE REPLY.

The British press denounces the German reply as a clumsy attempt to prolong negotiations, and says that her endeavour to embroil Anglo-American relations is merely to cloak her refusal to accede to President Wilson's categorical demands. Beneath the hypocritical evasions of the Note, it is clear that Germany is most anxious to placate the United States while stubbornly adhering to submarine warfare.

"LUSITANIA" ANNIVERSARY.

It is noteworthy that the Note was published on the eve of the *Lusitania* anniversary, which will be celebrated in London with a procession to Hyde Park, participated in by contingents of the Allied wounded soldiers. The feature of the procession will be a model of the liner, *Lusitania's* relics, and other relics.

PAINFUL ANXIETY IN GERMANY.

Telegrams from Berlin show that America's decision is awaited with painful anxiety though the newspapers profess satisfaction at the Note, and hope that the United States will recognise its friendly and serious spirit.

"That Germany is basing her hopes of peace on American action in regard to the blockade is confirmed in a professedly neutral article in a Zurich newspaper, which has been semi-officially spread broadcast in Germany. Hence it is believed by neutrals to be a peace 'feeler'." The article says that if while protesting against the German submarine war the United States insists on the right to send goods to Germany without damaging British interests, then belligerents are bound to consider how the terrible war can be ended.

PAPAL INTEREST.

An Apostolic delegate has delivered to President Wilson a message from the Pope. The contents of the message are not revealed, but it is reported that in it is reflected Papal apprehension at a rupture between Germany and the United States.

[THROUGH REUTER'S AGENCY.]

WAR LORD SUES FOR PEACE.

ANXIOUS THAT AMERICA SHALL TAKE INITIATIVE.

WASHINGTON, May 7th.

It is understood that the Ambassador in Berlin has informed the State Department that there is much talk of peace in Germany, and the Kaiser is anxious that the United States shall take the initiative in the negotiations with the Allies in this matter.

MR. LLOYD GEORGE CRUSHES HIS CRITICS.

SPEECH RECEIVED WITH RAPTUROUS CHEERING.

LONDON, May 6th.

Mr. Lloyd George, at a great gathering at Conway, delivered a trenchant speech defending himself from personal attacks from Radical quarters, rejoicing at the Cabinet's decision to adopt compulsion, and exhorting the nation to unity and a vigorous prosecution of the war. He still considered that the necessity for compulsion arose in September. The Derby scheme had most of the disadvantages of compulsion and voluntarism, without the advantages of either. There was no indignity in compulsion. It simply meant organising consistently and resolutely for the war. Great Britain cannot contribute men equally with France, because she has to supply her war materials.

He had been the subject of a cloudy discharge of poisonous gas, at first clandestinely, and afterwards openly. He had refused to reply to the criticisms.

If anyone believed him capable, while the fate of the Empire was perhaps hanging in the balance, of using treacherous intrigue to advance his own ends, let him believe it. There had been differences between himself and his chief. What use would he have been if he always agreed with him? They wanted counsellors, not automata. A Government must not only be resolute. To-day we had a more complete command of the sea than ever before. No Alliance had ever worked in more perfect union and harmony. We must apply our means to the methods of the Central Powers, and we would win. The British were a sluggish people, but they were not faint-hearted. He would trust the people entirely, and tell them everything. In the hearts of the people were treasures of courage, endurance, and devotion that endured to the end.

The speech was received with rapturous cheering.

PRINCE OF WALES ON ITALIAN FRONT.

ROME, May 7th.

H.R.H. the Prince of Wales, accompanied by King Victor Emmanuel, visited the most advanced line on the lower Isonzo. Amid the incessant roar of the artillery, he was accorded an enthusiastic welcome.

EAST AFRICAN CAMPAIGN.

PROGRESS OF BELGIANS.

HAVRE, May 7th.

A *communiqué* says:—Following the occupation of Shangugu, the Belgians continued to progress to the southern slope of Lake Kivu and attacked the enemy rearguard on the 21st, and forced it to take to headlong retreat.

The Belgians on the 20th occupied the German post at Israïti, which had been abandoned by the enemy.

FRENCH MINISTERS VISIT TSAR.

LONDON, May 7th.

The Tsar has given audiences to the French Ministers, MM. Viviani and Thomas.

THE MEXICAN REBELLION.

AMERICAN CAVALRY IN ACTION.

NEW YORK, May 7th.

A detachment of American cavalry surprised a large number of Villa bandits. Forty-two of the latter were killed and many wounded. There were no American casualties.

AN APOLOGY AND AN INJUNCTION.

LONDON, May 6th.

Sir John Hewitt and Mr. Hugo Hirst applied in the Chancery Division for an injunction restraining Walter Nockolds from publishing in any prospectus of the Nitrate of Thorium Company a statement that plaintiffs had consented to join the Board of Directors. Defendant apologised and undertook not to repeat the statement.

H.R.H. PRINCE ALBERT.

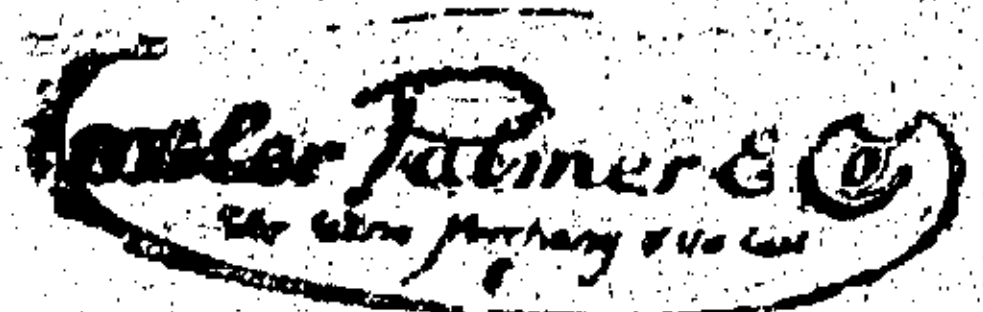
LONDON, May 6th.

H.R.H. Prince Albert has rejoined his ship.

DAYLIGHT SAVING TO BE ENFORCED.

LONDON, May 6th.

It is understood that the Daylight Saving Bill will be enforced on the 14th inst.



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

NEARLY DRIVEN MAD WITH ECZEMA

Broke Out Over Eyebrows. Covered
Whole of Face. Rarely Got Any
Sleep During Night. Cuticura
Soap and Ointment Healed Face.

67, Nunney Lane, York, Eng.—"Eczema broke out just over my eyebrows and gradually covered the whole of my face in the form of small scales which were constantly matting, then gradually dried and peeled off. I was under treatment for some weeks, but during which time I was confined to the house and nearly lost my sleep during the night on account of the irritation. For several days I was nearly driven mad with the irritation and then happened to hear from a friend of Cuticura Soap and Ointment. I decided to give them a trial. I obtained a supply of Cuticura Soap and Ointment. After washing with the Soap I put a little of the Ointment on my face. This treatment gradually allayed the irritation so I continued this for three weeks and after that time my face was cured." (Signed) G. Lawson, Jan. 10, 1943.

Cuticura Soap and Ointment have proved more valuable for the treatment of pimples, blackheads, redness and roughness of the face and hands, dandruff, itching, irritated scalp with dry, thin and falling hair, as well as for all purposes of the toilet, bath, and nursery from infancy to old age.

Samples Free by Post

Although Cuticura Soap and Ointment are sold by druggists and dealers throughout the world, a liberal sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: P. Newbery & Sons, 27, Charterhouse St., London.



THE BEST DRINK
IN HOT WEATHER.
Large supplies have lately
arrived from London.

OF ALL STORESKEEPS.

MONTERRAT
LIME JUICE

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

RUBBER SHARES.

SINGAPORE QUOTATIONS.
The following quotations were issued by Messrs. Fraser & Co., Singapore, on 29th April:—

Nom. Value.	Buyers.	Sellers.
21 Anglo-Java	240	240
21 Anglo-Malay	240	240
21 Bata-Bata	240	240
21 Bukit Kajang	240	240
21 Bukit Lintang	240	240
21 Bukit Mertajam	240	240
21 Bukit Rajah	240	240
21 Bukit Sembawang	240	240
21 Carlefield	240	240
21 Chersonese	240	240
21 Chippell	240	240
21 Cichely ord.	240	240
21 Consolidated Malay	240	240
21 Damansara	240	240
21 Dennistown	240	240
21 Edinburg	240	240
21 Goleonda Malay	240	240
21 Hasegawa	240	240
21 Highland & Lowland	240	240
21 Inch Kenneth	240	240
21 Jasin	240	240
21 Kamuning	240	240
21 Kayar Para	240	240
21 Kota Tinggi	240	240
21 Kuala Lumpur	240	240
21 Laba (F.M.S.)	240	240
21 Laseadron	240	240
21 Langen	240	240
21 Leedbury	240	240
21 Lingpi	240	240
21 London Asiatic	240	240
21 Lunat	240	240
21 Malacca ord.	240	240
21 Merliman	240	240
21 Mount Austin	240	240
21 Nordanal	240	240
21 Padang Jawa	240	240
21 Peking	240	240
21 Perma	240	240
21 Pugh	240	240
21 Port Dickson Lukut P.	240	240
21 Rimbah ord.	240	240
21 Rimbah prof.	240	240
21 R. Inv. Trust	240	240
21 Sagg	240	240
21 Sapong	240	240
21 Seaford	240	240
21 Selangor	240	240
21 Seletan	240	240
21 Sheldford	240	240
21 Sialing	240	240
21 Singapore Para	240	240
21 Singapore United	240	240
21 Straits S. (Bertam)	240	240
21 Sumatra Para	240	240
21 Sungai Choh	240	240
21 Sungai Kapar	240	240
21 Sungai Salak	240	240
21 Sungai Way	240	240
21 Tasek	240	240
21 United Seridan	240	240
21 United Sun Berong	240	240
21 United Sumatra	240	240
21 United Temiang 169 pt.	240	240
21 Valumbross	240	240

Nom. Value.	Buyers.	Sellers.
21 Alor Gajah	240	240
21 Ayer Kuning	240	240
21 Ayer Molak	240	240
21 Ayer Panas	240	240
21 Bako	240	240
21 Bukit Jelutong	240	240
21 Bukit Katil	240	240
21 Bukit Timah	240	240
21 Changkat Serdang	240	240
21 Glensay	240	240
21 Haytor	240	240
21 Indragiri	240	240
21 Jeram Kuantan	240	240
21 Jimbah	240	240
21 Kemas	240	240
21 Kempas	240	240
21 Malaka Pinda	240	240
21 Malakoff	240	240
21 Mandal Tekong	240	240
21 Merapi	240	240
21 New Serendah	240	240
21 Nyala	240	240
21 Pajum	240	240
21 Pantai	240	240
21 Pulau Bulang	240	240
21 Rengas	240	240
21 Rimbah	240	240
21 Sandor	240	240
21 Sungai Bagan	240	240
21 Tumbak	240	240
21 Tapah	240	240
21 Teluk Anson	240	240
21 Trafalgar	240	240
21 Ulu Pandan	240	240
21 United Malacca	240	240

MARTIN'S
APOL & STEEL
PILLS
A French Specialist's Preparation.
Removes all kinds of impurities from the blood and restores the system to its normal state. It is the only medicine that can be taken without any restriction of diet or any other precaution. It is the only medicine that can be taken by anyone, at any time, and in any place. It is the only medicine that can be taken by anyone, at any time, and in any place. It is the only medicine that can be taken by anyone, at any time, and in any place.

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BEATINGS
POWDERS
IT SOMETIMES
HAPPENS
KILLS BUGS
ALL INSECTS

A WORLD FOR HERCULES.

HIS MIRACLE AND HIS LACK OF CREDIT.

BRITAIN'S WORK NOT UNDERSTOOD.
Amongst all the nations at war, England is the only one which does not know how to secure "a good Press," as the French put it. After eighteen months of stupendous effort on our part, our Allies do not yet realize the tremendous share which Britain and the British Empire are taking in the struggle. The members of the various Cabinets and General Staffs of France, Russia, and Italy must, of course, have a clear idea of what I heard an engineer describe as "the miracle of organization, improvisation, and production" that has been accomplished in this country since the outbreak of war, writes Mr. Austin Vane in the *Evening Standard*. But the peoples of our Allies—and this applies partially even to such near neighbours as the French—have only the most modest notions as to the extent of our co-operation. It is still possible for an intelligent Frenchman to say, as one said to me lately: "Vraiment, I do not think the English really realise we are at war. Now, in France," and she went on to say things which are now so familiar as to have become almost banal. They were said pleasantly and politely, but the implication was that even now England was not braced up to the great task in hand; that, in short, England was "not trying."

"DO YOU REALISE?"
The lady had only the most shadowy appreciation of what had been done since Aug., 1914. She had simply listened to a good deal of thoughtless chatter, accepted it all with a sigh and "Malheureusement, c'est vrai," and had never applied her thinking powers to the subject. "Madame," I said "do you realise," and I turned said a few things which unfortunately are not so familiar in some parts of the world as they ought to be. They included the observation that the raising of millions of soldiers could not be accomplished by a wave of the hand; that millions of soldiers meant millions of uniforms; and rifles; that millions of rifles meant thousands of millions of cartridges. The little homely continued on the lines that not only had a stupendous quantity of material, of which these were mere items, to be called into being hurriedly, but that the very machinery to produce them had in many cases to be created before a start could be made. I pointed out that not only had we to manufacture on this scale for ourselves, but that in many directions our Allies were also dependent on our workshops. I made a passing reference to what we had mobilised, for ourselves, and others, in the way of pounds sterling, and gave a very brief sketch of the rôle of a certain organisation known as the British Navy—which advertisement itself so badly that millions of the good people of our Allies are hardly aware of its existence, or what it does. And at the end of it Madame confessed that it was all a revelation to her (it came as a delightful surprise to hear that the khaki for the Belgian army had come from England), and she said that she would make a point, when writing letters to friends in her native land, to give them also an outline of what Britain was doing. "They realise it as little as I do," he said, "and will be very glad to learn."

POOR JOHN BULL!
This would be an insignificant matter did it but concern one amiable Frenchwoman, but there are millions of people in the countries of our Allies who think as she did. Poor John Bull! He is a sterling fellow, who not only keeps his engagements, but subscribes to them ten times over; but he rarely gets full credit for his actions. He is so frank and honest and simple, so chary of talking about himself, and yet so burning anxious always to say the most and best for his friends, that he seems too good to be true. This is that parties of eminent journalists from France, Russia, and Italy have to visit this country to see with their own eyes something of what John is doing. The only fault to find with his excellent idea is that, there have not been more visits of the kind. But this is not that after a labour of Hercules which ought to stagger the imagination poor John should be widely regarded as a rather modest and selfish old fellow, who looms in his purse strings rather grudgingly so that others may be prevailed upon to fight for him.

NOT ADVERTISEMENT, BUT—
I saw an announcement the other day that somebody was going to start a series of lectures in France on the British effort. It is an idea which I have suggested more than once, and it could not be carried out on too lavish and important a scale. The aid of the cinema should be added to the eloquence of first-class lecturers. Such a combination, describing the amazing activities of these islands, would be a revelation to the people of France—and how much more, then, to the faraway peoples of Russia and Italy! It is no mere hiding the fact that there is still a great deal of misapprehension as to the value of England's co-operation. But if there have been grumblings abroad at our supposed apathy, it is chiefly our own fault. As a nation we insist on magnifying our own defects whilst rightly giving the fullest meed of praise to the innumerable good qualities of our Allies. To take a small but illuminating instance we are so lost in admiration of the splendid French "75's" that we never by any chance mention the work done by our own admirable field artillery. This is not the way of other nations, and they accept our lack of self-appreciation at its full face value.

This is not a plea for national glorification and advertisement. But it would be better if we could let the peoples of our Allies know what the rousing of that placid beast the British Lion has meant to the general cause. The Cabinets know, but the peoples do not. It would be worth a great victory if they could even be brought to realise what a powerful and sure friend they have in the British Navy.

MEN WHO HOLD ON.

AN EPISODE OF TRENCH WARFARE.

In a previous despatch I have described the capture of that little bit of a hill called the Bluff, and of the trenches on the bank of the Ypres-Commines Canal which the enemy had taken from us by sudden assault, writes Mr. Philip Gibbs, special correspondent of the *Daily Chronicle*. After a great artillery bombardment on March 2 the position was stormed by troops belonging to a division which can proudly boast that it has never lost a trench in any part of the line they have held, and by the splendid courage of these men the attack was a complete success. The price of success had to be paid for by the grim endurance of men when the greatest heroism was shown not in the hour of the first assault but in the days that followed when they had to hold on to the ground under intense bombardment.

I knew some of the men and their officers, and was with them when the news came quite suddenly that they were to fight again after a spell of rest. They had been having their field sports, and that very afternoon before their night march forward they fought their final in the Divisional boxing competition.

THE "BAD PLACES."
At I watched them, all those young men's faces, so keen and eager as their comrades fought with each other in the ring, I hated to think that in a few hours they would be in one of the "Bad Places" again, crouching in ditches under shell fire.

The trenches, says one of them, "were unspeakable." The daily bombardment which we had concentrated upon this position for two weeks after its capture, by the German had ploughed up the ground with great shell holes, smashed down parapets and trench walls, and made all the neighbourhood of the Bluff a hideous turmoil of wet earth.

What remained of the trenches was deep in water and mud, where the bodies of many dead German lay under a litter of broken sandbags and in the holes of half destroyed dug outs.

Nothing could be done to make it less horrible. On Friday the weather changed and became bitterly cold, with snow and rain.

REVIEW.

Pleasures and Palaces. By PRINCESS LAZAROVICH-HERBELANOVICH (Eleanor Calhoun). Eveleigh Nash Company, Ltd., London, 10/6 net.

The American lady, once known as Miss Eleanor Calhoun, who appeared before appreciative British and French audiences and subsequently married a Serbian prince whose name figured in the history of his country, has written a volume of some substance dealing with substantial people. Kings, Queens, and Princes and others of royal blood are introduced. In most cases each is accompanied by an appropriate anecdote which gives us an insight into the character under review. The authoress has much to say of London and of the varying shades of London life. Whilst she enjoyed the privileges of the favoured upper classes she felt womanly sympathies for the submerged many. Under the protection of James Russell Lowell, the American Ambassador in London at that time, and of his charming wife, she made the acquaintance of the most interesting people of the period, conversed with them, and with much skill, extracted their inmost thoughts. It is as refreshing as rare in a series of anecdotes of this character to find a total absence of any ill-natured narratives or comments. The humour is American; the diction mostly English.

We are told that one of the liveliest of the present young royal princes, shortly after the death of Queen Victoria, asked his father: "Who does the bobbing in heaven?" "What?" he exclaimed, "won't anybody bob to grandma? Oh, I say, grandma won't like that!"

The authoress has many kind things to say about Princess Louise, and also about the graciousness of the Queen-Mother, who was then Princess of Wales.

She met the philosopher statesman Arthur Balfour. "He asked me," she says, "what I found in my readings of John Stuart Mill. I said: 'He makes me know in exact language what I think, but I do not see that he offers any practical means of effect.' Has he definitely accomplished anything?"

"I am afraid not much," he answered, and his smile, which was entirely kind and sweet, was educating to my young mind, revealing some claims of philosophy—perhaps for all I yet knew—justified to remain immune from the necessity of concrete realisation.

Then amongst the poets met she tells how Robert Browning received her.

MARRIAGE AFTER THE WAR.

HOPEFUL HUSBAND'S VIEWS ON MAN'S EMANCIPATION.

One of the few redeeming aspects of the great war is that it will entirely reform the status and labour bondage of husbands, writes a correspondent in an exclaiming, "Presumably often ask what sort of ultimate good will come out of this upheaval. Sociologists and statisticians picture a tragedy of perhaps two women of marriageable age to one man of marriageable age. Optimists of whom I am one, look impatiently into the husband's golden era."

The war has finally unmasked the greatest of woman's age-long deceptions of man. Ever since the first cave woman sent the first cave man out into the cold wind to hunt the woolly rhinoceros while she snuggled by the fire woman has deceived man that she is his inferior in strength, endurance, courage, and achievement. For her own ease she has flattered him that his is the dominating sex (mockery of the manacled wretch) and the directing sex (mockery of the laden beast). Her cave ancestress said: "Go out and hunt the skin, and I'll wear it," and woman has said it ever since.

And then came this mighty upheaval. Woman, forgetting in its street all the secret she has forgotten away, has buckled to in her millions and shown that there is hardly any work of man that she cannot do. She is driving motor lorries, she is twirling milkmaids into guards' vans while ancient porters mop their faces in amazement at new records in bang and speed, she is doing the postman's round, the liftman's gate-clanging, the ploughman's furrow, the lamp-lighter's circuit, the sweep's chimney, the window-cleaner's mounting, the milkmaid's deliveries, the bank clerk's lightning arithmetic. She is standing long hours at the mechanic's lathe.

ON THE WOOLSTACK.
The woman insurance agent trips in all weathers down miles of mean streets, the woman dentist is following the woman doctor, the janitors of all the learned and lucrative professions are trembling at her nearing footsteps. She is perhaps nearer to the House of Commons than ever Mrs. Langhorne could have brought her. I can envisage even the woolstack in her future—albeit that she will want it recovered daily to match her change of robes.

Shall man, then, looking forward to the new world after the war, be anxious and pessimistic? Not he. Shall he be fearful that woman, the worker, will henceforth take the bread out of his mouth, when woman, the worker, will go forth to earn the wages while he sits at home? No. Woman has given away her secret and sold her ancient birthright of ease.

It is for us, the real tender sex, to see now that she does not regain it.

The mere dream of that idle and care-free future makes me wish that the belligerents of Europe had been more respectful to the mission of Mr. Ford.

At last there is promise of man coming into his real kingdom. The curtains are drawing aside of that repose which is his by right but which has always been usurped by woman. Woman has always been credited with being the tender sex, the imaginative sex, the romantic sex. Woman has always been shielded from the world because of her sensitive delicacy. Woman has not gone out into the hurly-burly because the dust and clamour of the market were thought unfit for her. But she has disproved all that in the past. She is a good as she is at home. It is my own belief that she is far more competent than most of us. She has more determination, less sentiment, more energy, more ruth.

THE DIRECTING SEX.
Man is the romantic sex, the sensitive sex, the imaginative sex. There is no woman in whose noble body there is as much romance as in man's little finger. Woman is the directing sex, the hard, practical sex, the sex that can do the "darning" of the world. George Meredith (who knew more about woman than any man who ever wrote on that difficult and thorny problem) said that the friendship of most men is purchasable with an air of good fellowship and a cigar. But woman is immovable for hers is the practical sex, the sex with ten acute common senses that we weak men possess not. It is the strangest of paradoxes that man has always ridiculously attributed all those softness and sensibilities to his beloved that in truth, his beloved would scorn to possess. What married woman will not contend that her husband is less worldly than herself? What husband has not suffered this intolerable wrong of being treated like an infant by his wife and yet compelled to go forth and work for her!

A topsy-turvy creed, belief in woman's softness and tenderness. There have been millions of love-sick romances and never a love-sick Juliet; and in all history there has never been one woman who has looked at the moon and sighed (as we the foolish sex too often do) when no one was watching her.

But now comes man's emancipation, his halcyon era. He can settle down now to his romances, his visions, his arts. He can cultivate his tender emotions sheltered from the rough world and unperturbed by its traffic. He can dream dreams—a fantasy that has ever been repugnant to the common sense of woman.

For my own part I cherish already my own dream of the husband's golden era after the war.

THE LATEST IN FICTION.
The Suez correspondent of the *Daily Telegraph* states that German wireless messages are circulating fantastic stories of anti-British feeling in Egypt, including stories of bloody collisions between the natives and the military, in which 25 were killed in the streets of Cairo in a single affray. Other wireless messages state that Australian officers are ruthlessly shooting down their Indian servants, regardless of the fact that the Australians have no Indian servants. A wireless message narrates that a certain Australian, Captain Brown, shot a servant, who was guilty of clumsiness. The Indian, bayoneted the captain and the rest of the regiment mounted, until an Australian regiment came up. A sharp battle ensued, and many of the natives were killed or wounded, and the rest fled to the desert.

some of the old ideals of virtuous and decorous existence, is keenly interesting. That queen of non-royal grand parentage, and having a girl known what it is to be poor, has the soul of a reformer. The central passion of her life is, and has been since early childhood, her love of England, an intense passion, whose dynamic force may have been stored up for the days when her Magyar ancestors rode into her country.

(Continued on next column.)

SHIPPING

ARRIVALS

CHUSAN, British str., 1,221, Robertson, 8th May—Bangkok 28th April, Rice, Butterfield & Swire.
 LYONS, British str., 1,172, Trowbridge, 8th May—Bangkok 28th April, Rice, Butterfield & Swire.
 QUANTA, British str., 1,172, Trowbridge, 8th May—Bangkok 28th April, Rice, Butterfield & Swire.
 SUINKOKU MARU, Japanese str., 3,100, Y. Kuchiki 8th May—Mojito 2nd May, General—Osaka Shosen Kaisha.

VESSELS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. str. *Nepora* left Singapore for this port yesterday, at noon, with the outward English mails, and is due to arrive here to-day, at about noon.

CANADIAN MAILED.
 The *Empress of Japan* left Vancouver on Thursday, the 4th instant, p.m.
 The str. *Empress of Russia* left Nagasaki on Saturday, the 6th instant, a.m., and is due to arrive at Manila to-day.
ROYAL MAIL S.S. CO.
Curmatherston, from England, is due in Hongkong end of May.

MERCHANT-STEAMER.
 The str. *Benledi*, from Middlesbrough and London, left Singapore for this port on 5th inst., and may be expected to arrive here on about 11th instant.

LATEST STEAMER MOVEMENT.
 The str. *Kanaka Maru* is expected here from New York on 15th inst.

SHIPPING IN PORT

STEAMERS.
 CHONGCHING, British str., 1,250, Liddell, 3rd May—Saigon 20th April, Rice—Jardine, Matheson & Co.
 CHEUNG, Chinese str., 845, Sinclair, 20th April—Saigon 20th April, Rice—Thoresen & Co.
 CHUYUNG, Chinese str., 1,177, Ross, 24th April—Shanghai 19th April, General—Order.
 CHINKING, British str., 1,200, Ainslie, 22nd April—Hongkong 20th April, Coal—Butterfield & Swire.
 FANGSANG, British str., 1,410, H. S. Mal-kin, 6th May—Saigon 20th April, Rice—Jardine, Matheson & Co.
 FENGCHING, British str., 1,073, A. Harris, 23rd April—Tientsin 15th April, General—Butterfield & Swire.
 KAPING, British str., 1,005, R. Macfarlane, 20th April—Chingwangtao 19th April, Coal—Dodwell & Co.
 HONGKONG, British str., 1,217, W. C. Passmore, 6th May—Saigon 1st May, Rice and Mail—Order.
 HAILUN, British str., 920, H. M. Russell, 6th May—Bangkok 30th April, General—Order.
 HALVARD, Norwegian str., 1,098, C. Bilk, 7th May—Saigon 2nd May, Rice—Thoresen & Co.
 HAKUTO MARU, Japanese str., 2,201, N. Sudzuki, 22nd April—Balik Papan 12th April, General—Dodwell & Co.
 HANGCHOW, British str., 909, —, 6th May—Chingwangtao 30th May, Coal—Butterfield & Swire.
 HONGKONG, British str., 1,380, C. A. Robertson, 6th May—Bangkok 28th April, General—Jardine, Matheson & Co.
 KACHIMARU MARU, Japanese str., 1,970, C. Murakami, 1st May—Mitsui Bussan Kaisha, Coal—Mitsui Bussan Kaisha.
 KALAMAR, British str., 1,137, Baker, 25th April—Wuhu 20th April, Rice—Butterfield & Swire.
 KANGCHOW, British str., 1,222, Rees, Lewis, 25th April—Bangkok 18th April, Rice—Butterfield & Swire.
 KAMOR, Norwegian str., 907, S. Tuk Muvs, 18th April—Saigon 14th April, Rice—Order.
 KANSU, British str., 1,143, P. Cole, 4th May—Saigon 20th April, Rice—Butterfield & Swire.
 KISSHO MARU, Japanese str., 1,989, Kubota, 20th April—Mitsui Bussan Kaisha, Coal—Mitsui Bussan Kaisha.
 KNIGHT OF THE THISTLE, British str., 4,286, Baker, 2nd May—New York 22nd February, Machinery—Butterfield & Swire.
 KWEILIN, British str., 1,073, McGarity, 2nd May—Wuhu 27th April, Rice—Butterfield & Swire.
 KUMSANG, British str., 2,037, F. Wheeler, 6th May—Calcutta via Singapore 22nd April, General—Jardine, Matheson & Co.
 KUNGHING, Chinese str., 1,714, J. B. Howie, 4th May—Wakodan 27th April, Coal—Mitsui Bussan Kaisha.
 LANRU, Chinese str., 602, T. Imamoto, 24th April—Singapore 17th April—Order.
 LOKANG, British str., 970, D. M. Ritchie, 3rd May—Haiphong 2nd May, General—Jardine, Matheson & Co.
 MANAPOULI, British str., 1,288, Jamieson, 30th April—Saigon 26th April, Rice—Order.
 NANYO MARU, Japanese str., 1,918, K. Taganashi, 25th April—Mitsui Bussan Kaisha, Coal—Mitsui Bussan Kaisha.
 OTTAWA MARU, Japanese str., 877, N. Hayashi, 3rd May—Keelung 1st May, Coal—Osaka Shosen Kaisha.
 ROKKO MARU, Japanese str., 2,455, K. Sato, 2nd May—Chingwangtao 25th April, Coal—Dodwell & Co.
 SHIYO MARU, Japanese str., 4,771, T. Ota, 6th May—Mojito 1st May, Coal and General—Toyo Kisen Kaisha.
 SHAWESING, Chinese str., 767, G. Ramsland, 4th May—Newchwang 25th April, Beans—Order.
 SOSHU MARU, Japanese str., 1,005, A. Kobayashi, 5th May—Swatow 4th May, General—Osaka Shosen Kaisha.
 SUYHING MARU, Japanese str., 1,983, R. Aoi, 6th May—Keelung 3rd May, Coal—Order.
 TAIYUAN, British str., 1,600, D. W. Grierson, 30th April—Australia 31st March, General—Butterfield & Swire.
 TEAN, British str., 1,356, —, 5th May—Manila 2nd May, General—Butterfield & Swire.
 TISONDALE, Dutch str., 8,039, F. W. Bouman, 29th April—Manila 27th April, General—Java-China-Japan Line.
 TIVVON, Dutch str., 8,600, Skolken, 6th May—Saigon 2nd May, General—Java-China-Japan Line.
 TONGLE, Chinese str., 882, M. Honda, 22nd April—Bangkok 14th April, Rice—General—Order.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & NO.	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MEMORETHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 13th inst.
LONDON VIA SINGAPORE, MALACCA, PENANG, & LONDON	KAGA MARU	Jan. str.	—	B. Tenda	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R. Hetherington, R.N.R.	P. & O. S. N. Co.	On 2nd June, at Noon.
LONDON	CITY OF LINCOLN	Brit. str.	—	—	—	On 4th June.
GENOA & LONDON	GLORIOUS	Brit. str.	—	J. McGregor	—	On 22nd inst.
MARSEILLES VIA PORTS	PORTUS	Brit. str.	—	—	—	On 22nd inst.
DELAGO BAY, DUBHAI, EAST LONDON, & VICTORIA, E.C. & SWITZERLAND VIA RANGOON, ST. VICTORIA & TACOMA VIA MANILA, &c.	KANAKA MARU	Jan. str.	—	T. Kuroki	THE BANK LINE, LIMITED	About 5th June.
MEXICAN, PERUVIAN & OTHER PORTS VIA JAPAN	SHIYO MARU	Jan. str.	—	T. Sura	OSAKA SHOSHIN KAISHA	On 16th inst., at 4 p.m.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	ABARAK	Dut. str.	—	—	TOYO KISEN KAISHA	On 16th inst.
SAN FRANCISCO	NIPPON MARU	Jan. str.	—	A. G. Stevens	JAVA-CHINA-JAPAN LINE	On 18th inst., at 10.30 a.m.
SAN FRANCISCO	CACIQUE	Am. str.	—	—	CHINA MAIL S.S. CO., LTD.	About 20th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	FLORIDIAN	Am. str.	—	—	DODWELL & Co., Ltd.	About 30th inst.
SAN FRANCISCO VIA SHANGHAI, NAGASAKI & HONOLULU	SHIYO MARU	Jan. str.	—	T. Chiba	TOYO KISEN KAISHA	On 31st inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CHINA	Am. str.	—	S. Robinson	CHINA MAIL S.S. CO., LTD.	On 2nd June.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF RUSSIA	Brit. str.	—	W. Dixon Hopcraft	CANADIAN PACIFIC O.S. LD.	On 17th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF JAPAN	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O.S. LD.	On 31st inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF ASIA	Brit. str.	—	A. J. Hailley	CANADIAN PACIFIC O.S. LD.	On 14th June.
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jan. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 16th inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	H. E. Hamilton	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS VIA TIMOR	ST. ALBANS	Brit. str.	—	E. T. Pileher	GIBB, LIVINGSTON & Co.	On 2nd June, at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jan. str.	—	T. Sura	NIPPON YUSEN KAISHA	On 13th inst., at 10 a.m.
YOKOHAMA & TIENTSIN	PENOTEN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th inst., at D'light.
YOKOHAMA, KOBE & M. JI	TEIYONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 17th inst.
YOKOHAMA, KOBE & M. JI	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 3 p.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	K. Ogura	NIPPON YUSEN KAISHA	On 20th inst.
YOKOHAMA, KOBE & M. JI	FOOKSANG	Jan. str.	—	K. Higo	NIPPON YUSEN KAISHA	On 13th inst.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	H.R. Hetherington, R.N.R.	P. & O. S. N. Co.	To-morrow, at Daylight.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	On 11th inst.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 17th inst.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst., at 10 a.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	P. & O. S. N. Co.	About 30th inst.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	On 14th inst., at Noon.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	To-morrow, at 9 a.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	To-day, at 3 p.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	On 12th inst., at 2 p.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	On 15th inst., at 3 p.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	To-day, at 4 p.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	About 10th inst.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	On 13th inst., at 3 p.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	On 20th inst., at 3 p.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	To-day, at 7 a.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	On 22nd inst.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	To-morrow, at 3 p.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	On 17th inst.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	On 11th inst., at 10 a.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	On 16th inst., at 8 a.m.
YOKOHAMA, KOBE & M. JI	NOVARA	Brit. str.	—	—	OSAKA SHOSHIN KAISHA	To-day at 9 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Wednesday, 10th May, 5 P.M.
YOKOHAMA, KOBE & MOJI	"KUMSANG"	Thursday, 11th May, 5 P.M.
HOIHOW and HAIPHONG	"TAKSANG"	Saturday, 13th May, 8 A.M.
MANILA	"YUEHSANG"	Saturday, 13th May, 3 P.M.
KOBE and MOJI	"FOOKSANG"	Tuesday, 16th May, 1 P.M.
MANILA	"LOONGSANG"	Saturday, 20th May, 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 13 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
 Taking cargo on Through Bills of Lading to Kodai, Laid Datu, Simponu, Tawau, Uman, Jesselton and Labuan.
 Telephone No. 215.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.
 Hongkong, 9th May, 1916. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward on regular intervals during Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215.
 Hongkong, 16th April, 1916.



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGES WITHOUT NOTICE.

HOMeward.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON	"MEMORETHSHIRE"	On 13th May.

TRANS-PACIFIC SECTION

Sailings to VICORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215, Fax No. 18.
 Hongkong, 15th April, 1916.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.
 CALLING AT SHANGHAI, NAGASAKI, KOBE and YOKOHAMA in connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPERESS OF RUSSIA"—"EMPERESS OF ASIA"
 16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.
 "EMPERESS OF JAPAN"—REDUCED FIRST CLASS FARES.
 "MONTEAGLE"—INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.
 "EMPERESS OF RUSSIA" 17 MAY "EMPERESS OF RUSSIA" 18 JULY
 "EMPERESS OF JAPAN" 31 MAY "EMPERESS OF JAPAN" 25 JULY
 "EMPERESS OF ASIA" 14 JUNE "EMPERESS OF ASIA" 9 AUG.
 "MONTEAGLE" 28 JUNE "MONTEAGLE" 30 AUG.
 Calls at Moji instead of Nagasaki.
 For further information, Sailings, Guide Books, etc., please apply to
 J. H. WALLACE, General Agent, Hongkong. F. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

P. & O. S. N. CO.

ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NOVARA and YOKOHAMA	Capt. H.R. Hetherington, R.N.R.	10th May	Direct Service.
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MANSEILLES	Capt. G. Manley	19th May	Connecting at Colombo with Mail to "Morra."
SHANGHAI, MOJI, KOBE, NVANZA and YOKOHAMA	Capt. S. Borcham	30th May	Direct Service.
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MANSEILLES	Capt. H. R. Hetherington, R.N.R.	2nd June	Connecting at Colombo with Mail to "Morra."

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR,

Acting Superintendent.

P. & O. S. N. Co.'s Office,
 Hongkong, 8th May, 1916.

VESSELS ON THE BERTE
CANADIAN PACIFIC OCEAN SERVICES LTD.
(PACIFIC SERVICE).

THE Steamship
 "EMPERESS OF RUSSIA"
 will be despatched from Hongkong at Noon on
 WEDNESDAY,
 17th MAY.

for VANCOUVER via Usual Ports of Call. Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.

J. H. WALLACE, General Agent.
 Hongkong, 5th May, 1916. [652]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BARATA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN."
 Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 19th May, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s "KABALA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and V. Jewels and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "CALEDONIA," due in London about the 3rd July, 1916. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. V. D. PARR, Acting Superintendent.
 Hongkong, 8th May, 1916. [1]

S.S. "CACIQUE"

(American Registry).

MESSRS. W. R. GRACE & Co.'s fine new American Steamer "CACIQUE"

will be despatched for SAN FRANCISCO from Hongkong on or about May 20th, 1916.

For full information regarding freight bookings and rates apply to—

CHINA MAIL S.S. Co., Ltd.,

Agents.

Hongkong, 2nd May, 1916. [651]

GLEN LINE (NORFOLK, GOW & Co.), LIMITED.

FOR GENOA AND LONDON

THE Steamship

"GLENIFFER."
 Captain J. McGregor, will be despatched for the above port on MONDAY, 22nd May, 1916. For freight, passage and further information, apply to

SHEWAN, TOMES & Co., Agents.
 Hongkong, 8th May, 1916. [401]

FOR SAN FRANCISCO.

THE fine new American Steamship

"FLORIDIAN"
 will be despatched about 30th day taking cargo for San Francisco and for Overland Points in the United States.

DODWELL & Co., Ltd.,

Agents.
 Hongkong, 30th March, 1916. [452]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE S.S. "CHIYO MARU," stranded on Tanaka Island on the 31st March, 1916, having, with all cargo on board, become a total loss, the consignees are hereby notified to produce at the Local Office of the Company full set of Bills of Lading for certification of loss and counter-signature.

(Sd.) K. DOI, Acting Agent.
 Hongkong, 6th May, 1916. [659]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"
 having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
 Goods not cleared by the 13th May, will be subject to rent.
 All broken, damaged and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
 No Fire Insurance will be effected by us in any case whatever.
 Bills of Lading

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG PROPOSED SAILING Connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route and affording the (Quickest) Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "JESERIO" ... About 5th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELDERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, ORINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF LINCOLN" ... On 4th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For rates of freight and further information, apply to

THE BANK LINE, LTD.,

OR TO BRIS & Co., CANTON.

GENERAL AGENTS

Hongkong 11th April, 1916.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

PORT COURBET ... "KANSU" ... On 9th May, 9 A.M.
MANILA, CEBU and ILOILO ... "TEAN" ... On 9th May, 4 P.M.
WEIHAWEI & TIENSIN ... "FENGTIEN" ... On 10th May, 8 P.M.
HAIPHONG ... "SUNGKIANG" ... On 11th May, 10 A.M.

DIRECT SAILINGS TOWEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANNU," "CHENAN," "LUCOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th May, 1916.

TELEPHONE 35.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

Occupying at 9 to 10 Days)
STEAMSHIP CAPTAIN LEAVING
"HAICHING" ... [Capt. W. C. Passmore] ... TUESDAY, 9th May, at 3 P.M.
"HAITAN" ... [Capt. J. S. Thomson] ... FRIDAY, 12th May, at 2 P.M.
"KAIHONG" ... [Capt. J. W. Evans] ... TUESDAY, 16th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th May, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 11th April 1916.

AGENTS

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at	Due at
COLOMBO	NOON	Sir. from COLOMBO	MARSEILLES	LONDON
	Friday		1916	1916
NANKIN	May 19	KARMALA	June 19	June 26
NOVAHA	June 2	MORFA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 4	Aug. 21
NANKIN	July 28	Through Steamer	Aug. 28	Sept. 4
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
NOVARA	WEDNESDAY, 10th May.
NYANZA	THURSDAY, 30th May.
NAGOYA	SATURDAY, 1st June.
NELLORE	SATURDAY, 17th June.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave H'KONG.	Leave SP'ORE.	Due at M'elles.	Due LONDON.
	about	about	if calling about	about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ KAGA MARU Capt. Tada	12,300	THURSDAY, 18th May, at Noon
	\$ KAMO MARU Capt. Shimizu	16,000	TUESDAY, 7th June, at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	\$ KAMAKURA MARU Capt. T. Kusano	12,400	TUESDAY, 16th May, at 4 P.M.
	\$ YOKOHAMA MARU Capt. Shibata	12,300	WEDNESDAY, 7th June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGALANG, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	\$ AKI MARU Capt. Yoshikawa	12,600	TUESDAY, 16th May, at 11 A.M.
	\$ TANGO MARU Capt. Toyoda	13,500	TUESDAY, 13th June, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	\$ JINSEN MARU Capt. Takahashi	8,000	FRIDAY, 11th May
BOMBAY via SINGAPORE, MALACCA and COLOMBO	\$ RANGOON MARU Capt. Kusano	8,000	MONDAY, 22nd May
KOBE & YOKOHAMA	\$ OREYON MARU Capt. Higo	10,000	SATURDAY, 13th May
MOJI and KOBE	\$ YETOROFU MARU Capt. K. Ogura	8,200	SATURDAY, 20th May
NAGASAKI, KOBE and YOKOHAMA	\$ TANGO MARU Capt. Takano	13,500	SATURDAY, 13th May, at 10 A.M.
SHANGHAI and KOBE	\$ KATORI MARU Capt. E. Kon	4,000	THURSDAY, 18th May, at 10 A.M.

† Wireless Telegraphy.

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\$ NIPPON MARU	12,000 — 16 knots	TUES. 16th May 10.31 A.M.
\$ SHIYO MARU	22,000 — 21 knots	WED. 31st May Noon.
\$ DAIREN MARU	9,000 — 12 knots	SATUR. 3rd June Noon.
\$ JINYO MARU	8,000 — 12 knots	MON. 16th June Noon.
\$ PERSIA MARU	9,000 — 14 knots	TUES. 4th July 10.30 A.M.
\$ KWANTO MARU	8,000 — 12 knots	SATUR. 8th July Noon.
\$ KIYO MARU	17,300 — 14 knots	TUES. 11th July Noon.

† Via MANILA, Omitting Shanghai. ‡ Proceeding to South American Ports.

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\$ CANADA MARU ... FRIDAY, 5th May, at 3 P.M.
\$ TACOMA MARU ... MONDAY, 12th June, at 3 P.M.

† Omitting Shanghai and Nagasaki. * Omitting Manila and Moji.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

\$ SHINKOKU MARU ... TUESDAY, 5th May, at 7 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

\$ BOSU MARU ... WEDNESDAY, 10th May, at 9 A.M.
\$ KAIJO MARU ... SUNDAY, 14th May, at Noon.
\$ AMAKUSA MARU ... SUNDAY, 21st May, at Noon.

† Proceeding to Anping and Takao.

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